

July 19

July 20

July 20

Boston.

Sch. Grayling, 11,160 fresh mackerel, 160 bbls. salt mackerel.
Sch. Edna Wallace Hopper, 17,000 fresh mackerel.
Sch. Arthur Binney, 12,000 fresh mackerel, 128 bbls. salt mackerel.
Sch. Shenandoah, 3000 fresh mackerel, 40 bbls salt mackerel.
Sch. Lizzie M. Stanley, 14,000 fresh mackerel, 60 bbls. salt mackerel.
Sch. Nellie Dixon, 16,000 fresh mackerel.
Sch. Angielena, 11,000 fresh mackerel.
Sch. Marguerite Haskins, 17,600 fresh mackerel, 190 bbls. salt mackerel.
Sch. James and Esther, 8000 fresh mackerel, 50 bbls. salt mackerel.
Sch. Rebecca, 8000 fresh mackerel 50 bbls. salt mackerel.
Sch. Monarch, 16,000 fresh mackerel, 50 bbls. salt mackerel.
Sch. Flora S. Nickerson, 14,000 haddock, 4000 cod, 2000 hake.
Sch. Mary T. Fallon, 25,000 haddock, 5000 cod, 7000 hake.
Sch. Moanani, 9000 haddock, 5000 cod, 5000 hake.
Sch. Edward A. Rich, 2000 haddock, 21,000 cod, 2000 pollock.
Sch. Gladys and Sabra, 2000 haddock, 18,000 cod, 2500 pollock.
Sch. Gardner W. Tarr, 2000 haddock, 20,000 cod, 1500 pollock.
Sch. Sylph, 300 haddock, 11,000 cod, 1500 pollock.
Sch. Fish Hawk, 18,000 haddock, 4500 cod, 14,000 hake.
Sch. Georgianna, 12,000 haddock, 14,000 cod.
Sch. Louisa R. Sylva, 25,000 haddock, 10,000 cod.
Sch. Eva Avina, 2200 cod, 10,000 pollock.
Sch. Annie and Jennie, 2000 cod, 16,000 pollock, 1000 halibut.
Sch. Elmer E. Gray, 30,000 haddock, 9000 cod.
Sch. Harmony, 35,000 haddock, 10,000 cod, 000 pollock.
Haddock, \$1.15; large cod, \$2.25; market cod, \$1.65; pollock, \$1.25; hake, \$1 to \$1.25; mackerel, 12 1/2 cents.

Fresh fish, large cod, \$2.12 1-2; medium cod, \$1.62 1-2; all cod caught to the eastward of LaHave bank, \$1.87 1-2; medium \$1.50 cusk, \$1.62 1-2; Eastern haddock, \$1.05; Western haddock, \$1.15; hake, \$1.00; pollock, 75c; snapper codfish, 60 cts.; snapper cusk, 60 cts.
Rips cod, \$4.50 per cwt. for large, \$3.75 for mediums and \$2.25 for snappers.
Fresh mackerel, 13 1-2 cts. each.
Cape Shore salt mackerel, \$10.62 1-2 per bbl.
Outside sales fresh hake, \$1.05.
Fresh Georges cusk, \$1.67 1-2.
Bank hrlbut, 5 cts. per lb. right through.
Georges halibut, 5 cts. per lb. right through.
Georges salt mackerel, plain \$14 25 per bbl.; rimmed, \$14.50 per bbl.

Boston.

Sch. Ellen C. Burke, 25,000 haddock, 5000 cod, 4000 hake.
Sch. Grace Darling, 2000 haddock, 20,000 cod.
Sch. Theresa and Alice, 23,000 haddock, 3000 cod.
Sch. Thomas W. Knight, 99 swordfish.
Sch. Flame, 30,000 haddock, 6000 cod, 4000 hake.
Sch. Francis J. O'Hara, Jr., 12,000 haddock 7000 cod.
Sch. Olive F. Hutchings, 33 swordfish.
Sch. Joseph H. Cromwell.
Sch. Emily Enos, 15,000 haddock, 10,000 cod.
Sch. Mary C. Santos, 28,000 haddock, 14,000 cod.
Sch. Harmony, 30,000 haddock, 9000 cod, 3000 hake.
Sch. Rose Cabral, 20,000 haddock.
Sch. Mooween, 16,000 haddock, 4000 cod, 4000 hake.
Sch. Arthur James, 15,000 fresh mackerel, 100 bbls. salt mackerel.
Sch. Veda M. McKown, 14,000 fresh mackerel, 50 bbls. salt mackerel.
Sch. Natalie J. Nelson, 15,000 fresh mackerel.
Sch. Rapidan, 200 haddock, 15,000 cod.
Haddock, \$1.25; large cod, \$2.25; market cod, \$1.75; swordfish, 6 1/2 cents to 7 cents; mackerel, 13 cents.

PASSING OF SAILING CRAFTS ON THE LAKES.

"In spite of the fact that practically all steam crafts even those in the lumber trade," says the Nautical Gazette, "are finding enough to keep them busy, there are dozens of schooners at ports on Lake Michigan which have not been under sail with a cargo this season. There are more which have made a trip or two since April, but most of them are now compelled to lie at their docks and dry out their seams under the rays of a torrid sun.

"The day of the sailing craft as a factor in lake transportation has certainly passed, and complaints of dull times among their owners a year or two ago are doubled during the present season.

"In former years the schooner found various means of employment, carrying alabaster, pig iron, slabs pulp wood, cement, and many other commodities, but they have none of these to fall back on now. The steamer has taken their place in practically all. There is some hope of the schooners having something to do later, but the prospect of their owners laying up a profit for the season is decidedly meager."

RAISING OF CLAMS

Prof Kellogg Says Artificial Propagation is Easy

Each Fisherman Could Have His Own Private Flat.

Dr. James L. Kellogg of Williamstown, professor in biology at Williams college, is in Chatham, under the direction of Dr. Field, chairman of the Massachusetts fish and game commission, for the purpose of making an experiment in the artificial culture of clams.

Dr. Kellogg went to Monckton point yesterday and plotted out a piece of clam flat about a tenth of an acre in extent in the big flats at the "Powder Hole," where, he says, there are exceptionally favorable opportunities for experimenting with artificial clam propagation.

In conversation with a correspondent Dr. Kellogg said: "The growing of clams is entirely feasible and much easier to carry on than the propagation of oysters, which has been proven so successful as to have become a profitable investment for millions of capital and it furnishes employment for thousands of men.

"If the Massachusetts legislators could only be brought to see the wisdom of so amending our state laws that sections of beaches could be leased to individuals who would be protected thereby from unscrupulous poachers, I am confident, this could soon be made very profitable to thousands of fishermen.

"If fishermen would throw aside all feelings of envy and jealousy in this to them very important question and realize the great financial benefits that would accrue therefrom I think they would soon urge their legislators to pass favorable laws.

"There are thousands upon thousands of waste beaches which could be utilized, and were the pioneers in the movement accorded protection I am positive the growing of clams could be successfully carried on. Hundreds of men could secure grants upon which to plant or sew the small clams where the growth and increase would be more than 1000 per cent. in one year.

July 20

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Belbina P. Domingoes, via Boston 50,000 lbs. fresh fish.
Sch. Elmer E. Gray, via Boston, 50,000 lbs. fresh fish.
Sch. Onato, La Have Bank, 120,000 lbs. fresh fish.
Sch. Georgiana, via Boston, 50,000 lbs. fresh fish.
Sch. Louisa R. Sylva, via Boston.
Sch. Veda M. McKown, via Boston, 50 bbls. salt mackerel.
Sch. Grayling, via Boston, 160 bbls. salt mackerel.
Sch. Lizzie M. Stanley, via Boston, 60 bbls. salt mackerel.
Sch. Moanani, via Boston.
Sch. Rob Roy, Georges, 3000 fresh mackerel, 97 bbls. salt mackerel.

Vessels Sailed.

Sch. A. E. Whyland, salt banking.

Today's Fish Market.

Board of Trade prices for salt and fresh fish:
Salt fish, handline Georges cod, \$4.50 per cwt. for large, \$3.75 for medium; trawl Georges cod, \$4.25 for large, \$3.50 for medium; trawl Bank cod, \$3.62 1-2 for large, \$3.37 1-2 for medium; hake, \$1.25; pollock, \$1.25; haddock, \$1.75; large cusk, \$2.50.

MORE MACKEREL FARES.

Seiners Continue To Arrive from Georges.

Some Fortunate Crafts Made Big Stocks and Shares.

Sch. Natalie J. Nelson, Capt. Albert Larkin, arrived at Boston late yesterday afternoon with a good trip of 15,000 fresh mackerel in count.
Sch. Arthur James, Capt. Archibald Devine, arrived at Boston this morning with a fine fare of 15,000 fresh mackerel in count and 100 barrels of salt mackerel. The fresh fish sold at 13 cents each.

The fare of sch. Kentucky sold to the Gloucester Mackerel Co. at \$14 25 per barrel.

The fare of sch. John S. Presson sold to George Perkins & Son and Slade Gorton & Co. at \$13 75 per barrel.

The fare of sch. Lizzie M. Stanley sold to Fred Bradley.

The fare of sch. Veda M. McKown sold to Davis Bros.

The fare of fresh mackerel of sch. Rob Roy sold to John Nagle & Co., at 13 cents each, half a cent more than Boston prices.

Sch. Marguerite Haskins, Capt. Ralph Webber, stocked \$5005 on her recent seining trip, the crew sharing \$117 55.

Sch. Kentucky, Capt. Elroy Prior, stocked \$5868 on her recent seining trip, the crew sharing \$140.50.

July 20

"Right here in Chatham I find plenty of little clams just the size for planting, and I am going to sow a small plot at Monomoy point simply to demonstrate what can be done there under favorable circumstances. Of course they can have no legal protection, but the members of the life-saving crew there have promised to do their best to watch it and request others to abstain from digging them until we have been able to show the easy feasibility of clam culture.

"In my opinion there is land enough around the commonwealth's shores, for every fisherman who desires to secure a grant of clamflat to have his own clam garden, and if this condition of affairs should ensue there would be no danger of the clam supply becoming exhausted as already seems to be the case.

"It seems to be even now almost impossible for the markets to secure good clam for their retail trade, and it is a thing of the past entirely for vessel fishermen to secure salt clam bait as in former years.

"There is no need for these conditions to have obtained I am prepared to demonstrate, providing the laws would protect those who should start active clam propagation, and my mission at Monomoy is to prove on a small scale what could be accomplished on broader lines.

"Clams will grow so rapidly and increase so fast after the spawning period that it is best to plant them, if they are an inch long, some distance apart in regular rows, so they will not be crowded within a year or so, and even then they will need thinning out at intervals. After a man should therefore have a good sized clam garden he would need to be taking out quite a good many to prevent them getting too thick for healthy growth, thus supplying his customers regularly and keeping his farm in good condition."

Dr. Kellogg is enthusiastic regarding the very few obstacles to contend with in the propagation of clams, as compared with that of oysters and other shell fish, and is extremely desirous for the fish and game commission of Massachusetts to be given an opportunity to prove what can be done in this respect.

He is greatly concerned over the rapid depletion of the clam supply and holds that it is entirely unnecessary for that condition regarding this palatable shellfish to exist if fishermen and their lawmakers would work in harmony to increase the supply and at the same time build up a very profitable industry.

During the college vacation Dr. Kellogg enters upon shellfish work with the state commission, having become an adept in propagating through experience along the Atlantic coast working as far south as Louisiana where he says the finest possible opportunities exist for the culture of oysters on an extensive scale.

Good Stock.

Sch. Maggie and May, Capt. Alex. McEachern, stocked \$8608 on her recent salt bank trip, the sharesmen getting \$260.50 as their part of the fine trip. Capt. McEachern is always up with the head of the procession.

July 20

BAIT SUPPLY UNAFFECTED.

Well-Posted Captains Talk on Newfoundland's Attitude.

DISCUSS MATTER CAREFULLY.

Believe Bond's Edict Will Not Injure in the Least.

Column after column has been written and much valuable time consumed over the question, what will the vessels do for bait, now that Newfoundland has set up her new act relating to foreign fishing vessels, or in other words, now that she has revoked the privilege of allowing American vessels to secure bait at her ports by doing away with the tonnage tax compact.

Much of the discussion and writing on the subject has emanated from and inspired by prejudice for one side or the other of the controversy and many bold statements have been made on both sides. With an honest desire to find out the answer to the question, a TIMES representative cast about a few afternoons ago for interviews with somebody which could be accepted as being answers from an authoritative source.

Naturally it would be impossible to secure statements of any value from any but those who are fully aware of the past conditions for years and also the present conditions, and who would talk of the matter as they knew it from the only practical standpoint from which it could be judged, the standpoint of the captain, the master of the salt banker, the man who has to go at this business year after year, who gains from it his living and who knows, far better than any others, just the real state of affairs and what it means to him to be cut off from securing bait at Newfoundland.

To this end the TIMES representative has secured interviews with two well known master mariners, Capt. Alex. McEachern of sch. Maggie May and Capt. Lovitt E. Hines of sch. Hazel R. Hines, and Capt. Fred

Morrissey of sch. A. E. Whyland, men who have been for years and years in the salt bank fishery, who have been for years and are today among the very leaders of the fleet and men who know all about Newfoundland as far as any question of bait is concerned and indeed as far as any question affecting the fisheries is concerned.

These gentlemen had no hesitancy in granting interviews and telling what they thought of the whole situation, and although seen separately all were practically of the same opinion and gave practically the same reasons therefore and showed conclusively to their own minds at least, how our salt bank fleet would not be affected adversely, by Newfoundland's recent act but rather on the contrary, how it would work for the benefit of the fleet and this port.

As before stated, these captains represent fairly the class of men who would be the most affected either one way or the other by Bond's manifesto, and their familiarity with the locations and the existing conditions, added to their general knowledge gained by long years of experience, makes their opinion certainly of great value and to be taken with confidence.

July 20

Summed up, the interviews with these three captains resulted in the following statement. The recent act of Premier Bond in revoking the privilege to American vessels to secure bait at Newfoundland will not, in our opinion, be an injury to the American fleet, but rather, may work to our advantage. We say this after carefully studying the matter from the standpoint of those who would be most affected either way by the edict—from the standpoint of the master mariner and vessel owner.

In the first place, although the new act has been in force since spring, the American salt bank fleet has not been bothered a day for bait, but has secured all it wanted, at other places than at Newfoundland ports, wherever it went, and at very reasonable prices. Our fleet started from here either with frozen baitings of American shore herring, or with frozen baitings partly taken at Nova Scotia ports and after fishing this up, had no trouble in securing fresh herring in large quantities around Cape Breton Island, at the various ports of the island.

For the next baiting, as is well known, the whole fleet practically baited at the Magdalene Islands, where the herring were so plenty that part of the catch was hauled on the tie'ds for fertilizer.

Now as to the caplin baitings, about which so much was said and which, it was claimed, we could not get without going to places on the south coast of Newfoundland, it is a matter of common knowledge that the fleet had no trouble in getting caplin at St. Pierre, Miquelon, and at Labrador, and some vessels secured it at the latter place three weeks before it struck on the Newfoundland coast.

This applies to the New England bankers, which have been home from their first trips, and also to the condition of things up to the present time. Many of the vessels have been home earlier, have had as good, if not larger fares, have made more money on them, and the expense on several trips is known to have been less. Part of this saving was made by not going near Newfoundland and having to pay light dues and port charges; then of course there was the saving of the license at so much per ton, and the money saved by the difference in the price of bait by taking it at other places and not at Newfoundland.

In comparison to this it is interesting to note that the Newfoundland vessels have found bait scarce at home and some has sold as high as \$30 a doryload and that some vessels, which would not pay the price, were even driven to the expedient of cutting up a dead whale and using it for salt bait and on which they did not do much.

Now practically all of the fleet of American bankers are fitted with nets or small seines for securing their own bait if necessary. With vessels of the class now engaged in this branch of the fisheries, large and fast craft, they could easily take a baiting at Labrador, ice one-half and salt the other half and go to the Grand Bank and get there in plenty of time to use the fresh bait before it had a chance to spoil and then could fish with the salted bait in the deep water or on the Flemish Cap, where salt bait can be used to advantage.

As a matter of fact the Grand Bank fleet is such in name only nowadays, for they fish but little on that ground, doing most of their fishing on the banks and grounds to the westward of it, so the argument advanced that the fleet would have to go so far for bait and then go back to Grand Bank has no weight.

Another thing, when there is bait on the land, there is generally bait on the banks. This has been the case for the last seven years, and the exception was last year. Many times in years past have some of our vessels which have gone into Newfoundland and taken squid baitings gone out on the bank only to find that some of the vessels which hung on and did not go to land had been jigging the squid right alongside and getting all they wanted. Then these vessels which had gone into land, and waited around for weeks for a baiting, would throw that whole baiting overboard and set about jigging the fresher bait right alongside.

This year there is every sign of squid on the bank and if this is so, the fleet will not have to go to any place for bait. Many cases are sighted when, in the fall of the year, the vessels which would go into the land for bait would come back on the ground and find the

July 20

vessels there jiggling squid and fishing. As to going to land for bait, should it be scarce or not show on the fishing grounds, we anticipate no trouble in securing what we want. We can go to Labrador and be on the Grand Bank from there in four days with the vessels we now have or we can go to Anticosti and other places and by the treaty of 1818 we can catch our own bait on the treaty coast, which includes some of the most prolific sources of bait supply on the whole island.

When it is considered what a great amount of time has been spent by our vessels in the past in lying around Newfoundland ports waiting for bait, for we know of vessels which have been into land for five weeks without putting a hook in the water, we feel that we are not losing by being obliged to secure our bait in other localities.

Looking at the possibility of this act of Sir Robert Bond as being in force for any length of time, it is well to consider the attitude of Canada, whose progressive men see where the edict is working and will continue to work to their great advantage, and are making great preparations for the securing and preserving of bait with which to supply any and all who come to their ports. So well do these Canadians see the advantage it will give them that some of their newspapers and influential men are seriously agitating the abolition to the present license charge or tonnage tax on American fishing vessels, so that there will be nothing at all to hinder them from coming to their ports and dealing more with them than ever before. This may not come right away, but it certainly instances the quick-sightedness of the Canadians who readily perceive the commercial advantage which Sir Robert Bond's edict has given them.

We could go on and add many more reasons why we do not believe the act of Sir Robert Bond will injure us or work to our disadvantage. We really believe that in some respects we shall be better off. We believe that with the sources of bait supply which are open to us and the fact that our vessels are now fitted for catching our own bait on the banks, that we shall get along as well as ever and that our voyage will be as profitable, if not more so, than if we had the former privilege.

July 21

NEARLY RUN DOWN.

Big Fishing Schooner Regina Had Close Call.

Picked Up Two Men of Sch.
Flora S. Nickerson.

If ever a fishing skipper was thankful to reach home safe and sound after an eventful trip out to the South Channel it was Captain Jerry Shea of the fishing schooner Regina, which arrived at Boston yesterday with a full fare of fish.

His reason for thankfulness was that on the trip he had six youngsters on board, and on last Sunday when the vessel was fishing 75 miles south southeast of Highland light, Cape Cod, she came within an ace of being run down in the fog by the four-masted Leyland line steamer Oxonian, on her way from Boston to Philadelphia to load for Antwerp.

The steamer was stopped just in time. The officer on the bridge of the Oxonian asked Captain Shea the position of the South Shoal lightship.

The Regina in the fog found two members astray of sch. Flora S. Nickerson, which arrived at Boston with the fleet yesterday, but the schooner was found and the men placed on board with hardship.

July 21

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Senator, St. Paul's Bank, 14,000 lbs. halibut, 12,000 lbs. salt cod.

Sch. Mary G. Powers, via Boston, 6,000 fresh fish.

Sch. Slade Gorton, Georges, 223 bbls. salt mackerel.

Sch. Harvard, Georges, 160 bbls. salt mackerel.

Sch. Arthur James, via Boston, 110 bbls. salt mackerel.

Sch. Mary T. Fallon, via Boston.

Sch. Patriot, Georges, 17,000 lbs. salt cod.

Sch. Teresa and Alice, via Boston, 30,000 lbs. fresh fish.

Sch. Harmony, via Boston, 45,000 lbs. fresh fish.

Sch. Fame, via Boston, 40,000 lbs. fresh fish.

Sch. Arthur Binney, via Boston, 128 bbls. salt mackerel.

Sch. Winnifred, via Boston, 50,000 lbs. fresh fish.

Sch. Matchless, La Have Bank, 125,000 lbs. fresh fish.

Sch. Mary C. Santos, via Boston, 40,000 lbs. fresh fish.

Sch. Olive F. Hutchins, via Boston, 30,000 lbs. fresh fish.

Sch. Mystery, via Boston, 60,000 lbs. fresh fish.

Today's Fish Market.

Board of Trade prices for salt and fresh fish:

Salt fish, handline Georges cod, \$4.50 per cwt. for large, \$3.75 for medium; trawl Georges cod, \$4.25 for large, \$3.50 for medium; trawl Bank cod, \$3.62 1-2 for large, \$3.37 1-2 for medium; hake, \$1.25; pollock, \$1.25; haddock, \$1.75; large cusk, \$2.50.

Fresh fish, large cod, \$2.12 1-2; medium cod, \$1.62 1-2; all cod caught to the eastward of LaHave bank, \$1.87 1-2; medium \$1.50 cusk, \$1.62 1-2; Eastern haddock, \$1.05; Western haddock, \$1.15; hake, \$1.00; pollock, 75c; snapper codfish, 60 cts.; snapper cusk, 60 cts.

Rips cod, \$4.50 per cwt. for large, \$3.75 for mediums and \$2.25 for snappers.

Fresh mackerel, 13 1-2 cts. each.

Cape Shore salt mackerel, \$10.62 1-2 per bbl.

Outside sales fresh hake, \$1.05.

Fresh Georges cusk, \$1.67 1-2.

Bank halibut, 5 cts. per lb. right through.

Georges halibut, 5 cts. per lb. right through.

Georges salt mackerel, plain \$14 25 per bbl.; rimmed, \$14.50 per bbl.

Boston.

Mackerel Notes.

Since the beginning of the week and the opening of business on Sunday, 27 sail from the mackerel fleet have arrived at Boston with a total of 406,500 of fresh and 1141 barrels of salt mackerel, a record which for the same period has never been surpassed in the history of the fish business of that city.

Sch. Saconnett, Capt. Enos Nickerson, was at Boston yesterday with 7000 fresh mackerel and 25 barrels of salt mackerel.

The fare of sch. Slade Gorton sold to Slade Gorton & Co. at \$14.25 per barrel.

The fares of schs. Arthur Binney and Arthur James sold to the Gloucester Mackerel Co. at \$14.25 per barrel.

A dispatch received here this morning by John Nagle from Capt. Davis at Watch Hill reports plenty of mackerel schooling off there.

Fishing Fleet Movements.

Sch. Squanto was at Canso Tuesday.

July 21

DOGFISH STATISTICS.

Work of Securing Them Now Being Looked After.

Prof. George W. Field of the Massachusetts Fish and Game Commission was in this city yesterday afternoon and conferred with Representative Edwin C. McIntire relative to the dogfish matter.

Representative McIntire was the author of the resolution which was adopted by the legislature carrying with it an appropriation to obtain statistics and data for use before congress, in the effort to convince that body that the dogfish are a menace to the fisheries and that congress should look into the matter and offer a bounty for the destruction of the pest.

Prof. Field has two men gathering statistics on the south shore, and is desirous of having some one do the same work in this section, in fact would like to have had Mr. McIntire take up the work, but the latter is not in the position to do so.

Maiden Trip.

On her first trip to Boston the new sch. Fame, Capt. William Stoddard, arrived at T wharf yesterday from Channel grounds. She brought in 30,000 pounds of haddock, 4000 pounds of cod, and 4000 pounds of hake. On Wednesday, while coming into the lower harbor, the foretopmast snapped and went overboard, carrying the balloon jib with it. As the market was dull, the new schooner brought her fare to this port.

The new craft had a tryout on the run home from Georges with sch. Mooween, one of the cracks out of T wharf. The crew of the Fame claim that they outsailed their rival from the time of leaving the grounds on Georges, beating her out several hours. On the other hand, the crew of the Mooween say that in running out to the grounds on this last trip their craft did up the new flyer quite handily.

BRAVERY RECOGNIZED.

French Government Thanks Captain and Crew of Salt Banker.

Sch. Dora A. Lawson Saved
Whole Crew Off St. Pierre.

Acting Secretary Adice of the state department has received from the French Ambassador Jusserand a communication, extending the thanks of the French government to Capt. Joachim Murray and the crew of sch. Dora A. Lawson of this port, for saving the crew of the French sailing vessel Piere'tte on March 25 last, about 20 miles from St. Pierre.

SQUID IN ABUNDANCE.

Are Reported To Be Schooling Off Louisburg.

Capt. Henry Larkin of sch. Onato, which arrived with a fare of shack this morning, reports that on the way home he saw squid in abundance schooling off Louisburg, C. B., and in that vicinity for several miles off shore as far as Scatteri.